



Butch O'Hare

IPMS / USA

The Monthly Resinator



The Official Newsletter of *IPMS Butch O'Hare* Scale Modelers

April 2012



"Hazy-Crazy"

Story and Photos By Kevin Stover

Neo-Modern Digs vs. Air Museum?

Just outside Washington, D.C., is the most futuristically designed air museum in the world. Of course, I'm talking about the **Udvar-Hazy** extension of the National Air and Space Museum near Dulles International Airport.

The building itself looks like it houses great paintings and modern artwork from all over Europe, but once you walk in, you see that it is not the usual air museum.

First, it's antiseptically clean and bright! Most aviation or military museums are dim and dusty. Their exhibits are shrouded in darkness as if they would disintegrate in open sunlight. At Udvar-Hazy, these planes are clean and polished.

Udvar-Hazy is like walking into a clean-room at NASA. You can eat off of the floors, and the exhibits are displayed in bright open archways lit by sunlight as well as artificial lighting. If you're a serious

photographer, you won't need a tripod for most of your shots.

Tex Johnson's Boeing Dash-80 (707) is here, the one that did a barrel-roll over Seattle in 1955. The *Enola Gay* also is here, along with Air France's last Concorde supersonic airliner.

There is a wide variety of piston- and jet-powered aircraft represented here as well.

Operationally, this museum is probably in the middle between the National Museum of the US Air Force in Dayton, Ohio, and the original National Air and Space Museum. The Air Force Museum is for the serious aviation enthusiast, while the Air and Space Museum is more for the tourist--not much serious information there. Udvar-Hazy, on the other hand, has many serious and thought-provoking displays as well as artifacts not seen in any other museum. It's well worth a visit.

In This Issue:

- *Tex Johnson's famous 707 barrel-roll over Seattle, page 2.*



- *President's Message by Steve Day. Page 15.*

- *BOOK REVIEW: "Requiem - By Photographers Who Died in Vietnam," page 16.*

Important Stuff:

Next Club Meeting at St. Paul's on Friday, April 13, 2012, 7:30 pm.

Special Theme:

"Build-it Night"



Clockwise from left to right:

- The main viewing hall of Udvar-Hazy with Concorde prominently displayed.
- The controversial *Enola Gay*, clean and polished
- Tex Johnson's Dash-80 (707).
- The artifacts displayed include bomber jackets as well as German airman equipment.
- A MiG-17 ready to fly with cannons blazing.
- High on the multi-level walkway, peering down on an A-6 Intruder and an F-4B Phantom.
- A captured FW-190 Focke-Wulf waits, ready to go.
- A Navy reconnaissance bird looks beautiful.



<http://www.youtube.com/watch?>



I was unable to attend the March meeting as I had some family business to take care of, so this debrief will be short. Yes, I know I can get long-winded, so keep the cheering down to a minimum.

As you all have already seen, we are currently working on our roster, and I am asking all the members to review it carefully for any errors. We need to complete the roster soon, and I am sure that you do not want to be left off. So if you find any errors, please inform one of the officers and we can correct it. Please make sure that your contact information, area of interest and your dues status are all correct. If not, we can't fix it unless we know it's wrong. See you all next month.

Keep Modeling, Hector



Membership

IPMS/USA is dedicated to the hobby (and fun) of scale modeling. It was started by Jim Sage of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our local regions and chapters sponsor model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

With **IPMS/USA** membership, you will receive the outstanding *IPMS/USA Journal* six times a year. It includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures--you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in **IPMS/USA** sanctioned contests, particularly our world-famous **National Convention**, held each summer. As a member, you'll also be able to access our online discussion board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or IPMS in general. Many hobby shops and model vendors around the country offer discounts to **IPMS/USA** members.

Memberships are available in several types:

Junior: 17 years old or younger, \$12 per year

Adult: \$25 for 1 year
\$49 for 2 years
\$73 for 3 years

Family: Adult membership plus \$5 (additional membership cards as requested)

Canada or Mexico: \$30 per year

Foreign: \$32 per year (*Journal* via regular mail) or \$55 per year (*Journal* via air mail)

Payment Information: Online payment may be made via credit card only.

[Downloadable IPMS/USA Application Form](#) (in PDF, 100KB).

Applications using payment via check or money order should be printed and mailed to:

IPMS/USA
Dept. H
P.O. Box 2475
N. Canton, OH 44720-0475

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Office Manager, **Ms. M.J. Kinney**, at manager@ipmsusa.org



letters



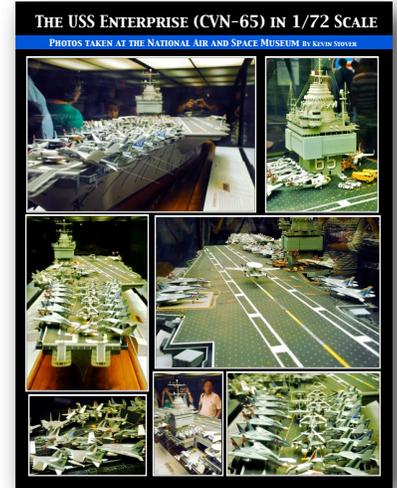
to the editor

The March newsletter looks great!

By the way, the Enterprise at the [National Air and Space Museum] is 1/96 to 1/100. He built it with the old Tamiya/Ben, 1/100 scale aircraft models, scratchbuilding the ones that were not available (E-2 Hawkeye, TA-4, etc.). I don't remember the guy's name, but I remember him speaking at the IPMS Denver meeting back in the late '70s. He built it in his mobile home and eventually got it to [the museum], where it has been ever since.

There is a 1/72 Nimitz and a 1/72 Enterprise (late fit) that have appeared on the covers of **FSM**. Don't know what became of the Nimitz, but the guy used to sail it on ponds in Decatur, Ill. The more current Enterprise was built in a house in Plano, Texas, and he must have either disassembled it or had a hole cut through an outside wall of the house, but he donated it to the Naval Air Museum in Pensacola.

Paul Boyer, IPMS Bong



In his "mobile home"! Thanks, Paul and...thanks. The Czar

Hey John Bishop,

You're famous already! Chuck Waters, who is the webmaster for the Greenfield Hobby website, just requested that I send him both PT boat articles for a selected section of the Greenfield newsletter. That's about 2,000 viewers! Here's the link: <http://www.greenfieldnewsandhobby.com/customer-product-reviews.html>

The Czar

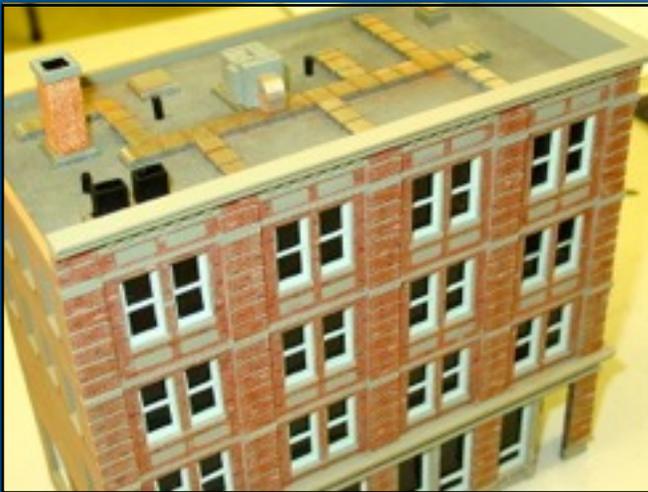
Whoohooooo!!!!

Thank you, Kevin! I appreciate your efforts very much. It just goes to show that you don't need a gold medal to get accolades.....but I wish I could get a gold!! :-)

P.S. I'm going to India in a few days.....won't be able to make it next week as that would be a hell of a commute!! -)

--John Bishop

The Display Table



Ihor Hlohowskyj's Flak 88 is perfectly done for field ops.



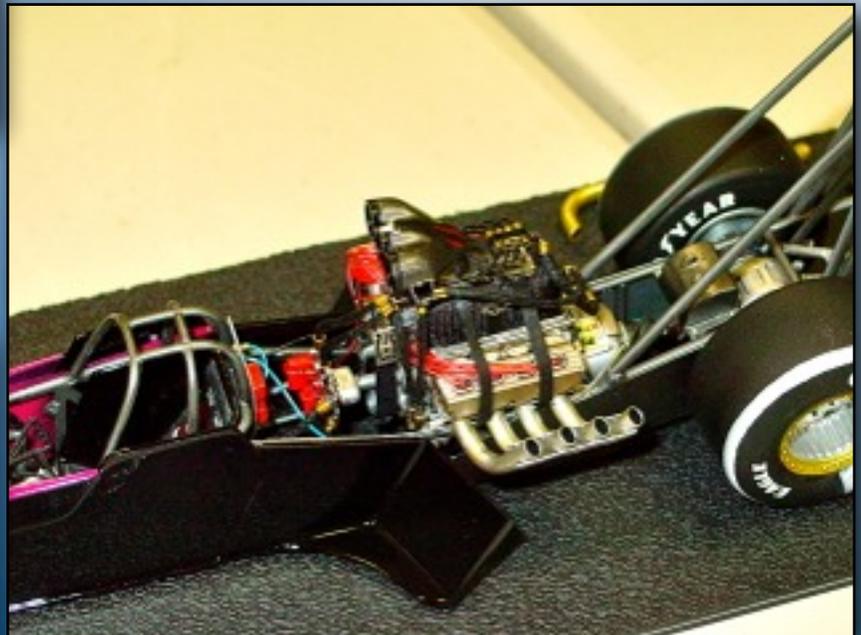
I guess this fits the definition of "dirty and rusty" by Steve Day.



Darren Herde's Schumacher dragster is almost done. Nice pipes!



Carl Knable's 1/144 Electra is nice in red.



Don Grajek's float plane fleet is in with this Stranraer.



The Display Table

Hayden's early stock car hails from the 1970s.



Steven Grajek's game controller is his latest class project in college.



Stan Kurcz's misbehaving B-26 is cool.



Joe Kozak's 1/9 Harley Davidson is ready for his trip to Germany.



Don's Dornier J11d-16 "Wal" looks strange with an open cockpit.



The Display Table



Don's Marchetti S-55x from 1933 looks comfortable.



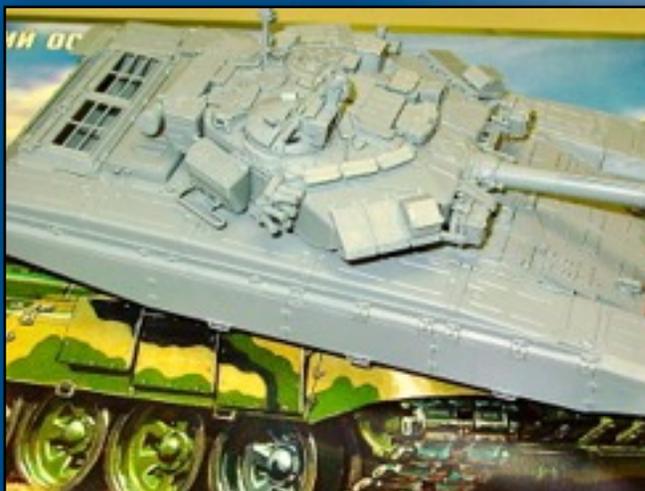
Carl's F-100 is pretty clean.



Steve's boxcar is what weathering is all about.



Al Race's PT-20 is a welcome step back into time.

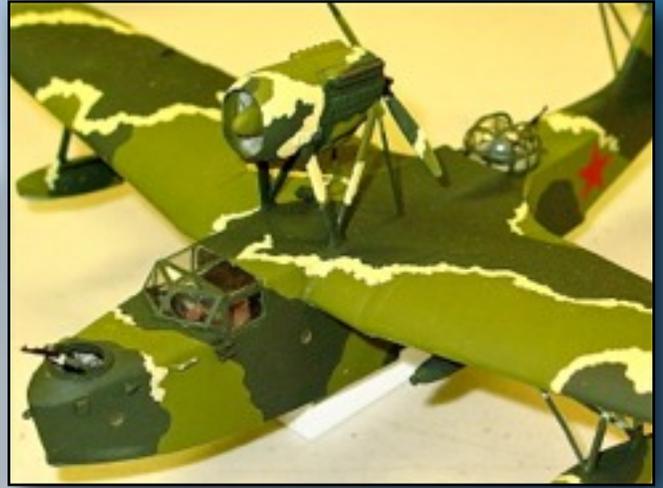


Mark Brzezicki's T-90 looks cool with all of its gear hanging out.



The Display Table

Don's fleet continues with this Russian Beriev MBR-2.



Keith Ward's 1/48 tractor and flat car sure is rusty.



Tom Nelson's Mosquito NF-2 is coming along.



Carl's 1/72 Beaver is perfect in yellow.



Carl on a trip right next to his flying companion!



JOIN/RENEW BUTCH O'HARE SCALE MODELERS

Name: _____ Telephone (____) _____

Address: _____ E-mail: _____

City: _____ State: _____ Zip: _____

IPMS Membership # _____ Exp. Date: _____

Additional Family Members: _____

OK to publish my information on the membership list (except)

____ Address ____ Phone Number

Send To: Butch O'Hare Model Club
7513 W. Roosevelt Rd.
Apt. A103
Forest Park, IL 60130

Dues: \$20 per year. Make checks payable to the Butch O'Hare Model Club.



Local Hobby Shops



- **Chicagoland Hobby**..... 6017 N NW Hwy, Chicago, IL, 773-775-4848
<http://www.yellowpages.com/chicago-il/mip/chicagoland-hobby-inc-23073935>
- **Forever Timeless**..... 4438 W. Belmont Ave., Chicago, IL, 773-545-6959
<http://www.city-data.com/businesses/218387017-forever-timeless-hobby-shop-chicago-il.html>
- **Des Plaines Hobbies**..... 1468 Lee St., Des Plaines, IL, 847-297-2118
<http://www.desplaineshobbies.com/store/>
- **Al's Hobby Shop**..... 121 Addison St., Elmhurst, IL, 630-832-4908
www.alshobbyshop.com
- **Adventure Hobbies**..... 23 Huntington Lane., Wheeling, IL, 847-537-8669
<http://ad-venturehobbies.com/>
- **America's Best Hobby**..... 865 Maplewood, Itasca, IL, 630-467-1102
<http://www.americasbesttrain.com/>
- **La Grange Hobby**..... 23 S. La Grange Road, La Grange, IL, 708-354-1220
<http://lagrange.patch.com/listings/la-grange-hobby-center>
- **Ron's Mundelein Hobbies**..... 431 N. Lake St., Mundelein, IL, 847-949-8680
<http://local.yahoo.com/info-17171034-ron-s-mundelein-hobbies-mundelein>
- **M & Models**..... 9329 S Cicero Ave., Oak Lawn, IL, 708-423-7202
<http://www.r-jweb.com/tpt/Armor/Kits/MModels/MModels.htm>
- **Woodstock Hobbies**..... 124 Cass St., Woodstock, IL, 815-337-8770
<http://stores.woodstockhobbies.com/StoreFront.bok>
- **Past Time Hobbies**..... 9311 Ogden Ave., Brookfield, IL, 708-485-4544
<http://www.pthinc.com/>
- **Greenfield Hobby**..... 6815 W. Layton Ave., Milwaukee, WI, 414-281-1800
<http://www.greenfieldnewsandhobby.com/>
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900
<http://www.oakridgehobbies.com>

Modeling Notes for the Eduard Hawker Tempest V converted to a Hawker Tempest VI-Part I

by Jeremy Petersen of HawkerHobbies.com

Foreword

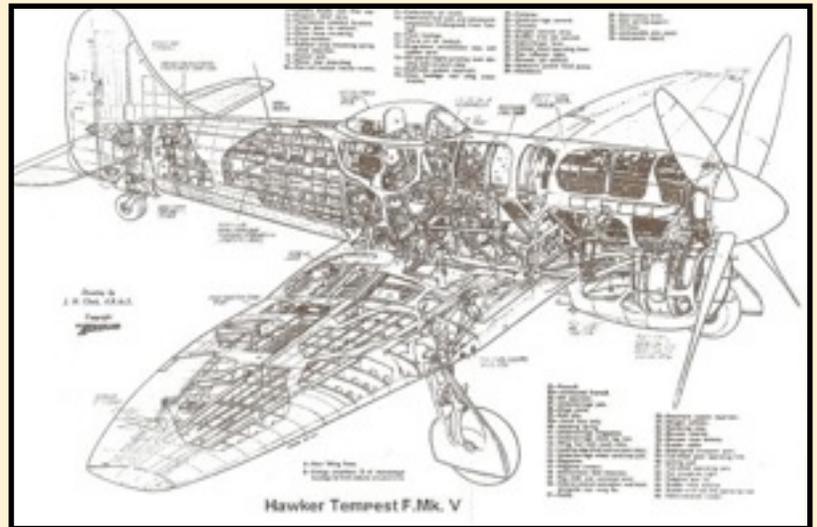
This is a kit review of the Eduard WWII Hawker Tempest V converted to a post-war Hawker Tempest VI. Summarized, the Hawker Tempest VI was a faster, more powerful and harder-hitting post-WWII variant of the RAF Tempest F.Mk.V air supremacy fighter. What possessed me to build this project were four things. First, the colorful Tempest VI decals from Aeromaster. Second, my admiration for the power, style and ingenuity of British military aircraft. Third, the historical tie-in this Tempest variant had in Iraq 60 years ago to this day (1947-1949). And fourth, the dead nuts photo of the exact aircraft I am modeling in a book I own. This photo is from the book "Hawker Typhoon, Tempest & Sea Fury" by Kev Darling Crowood Aviation Series. With all of this going on, how could I not build an Iraqi-based RAF Tempest VI?



Hawker Storm Birds

The precursor to the Tempest was the Typhoon. Among some students of WWII history there is the misconception that the Tempest was just a beefed-up Typhoon with a broader tail. This misconception is due to the visual similarity of these two aircraft, and it has progressed through time from the misunderstanding of a problem regarding the Typhoon's tail section. The problem was the tendency for the Typhoon's tail to disintegrate in flight due to compressibility and flutter at the elevators. This was extremely disastrous and fatal for any pilot that experienced it.

These incidents were in actuality extremely rare. They were, however, an ever-present anxiety for Typhoon pilots who flew ground attack missions in the British 2nd Tactical Air Force during WWII. At low altitude, a structural failure resulting in the destruction of an aircraft airframe is generally 100 percent fatal. This problem was eventually solved by the addition of reinforcing brackets on the tail section and specific changes made during the manufacturing process. The structural problems with the Typhoon led Hawker Aviation to design the Tempest.



The Tempest had a broader tail compared with the Typhoon and possessed an advanced wing design that was five inches thinner at the root. This structural change resulted in a boost in all-around speed and performance. The wing was an advanced elliptical platform that was a breakthrough similar to the wing of the Supermarine Spitfire, but with blunt tips. It possessed a longer fuselage with larger fuselage fuel tanks than the Typhoon, and this change created a stability problem that was solved by the characteristic broad "Tempest tail" that all Tempest variants had. The main armament of the Tempest was its four internal 20mm wing cannons. These 20mm cannons were almost completely recessed inside the leading edge of the wing in the late WWII Tempest V and all subsequent variants.

For comparison, the Typhoon had its four 20mm cannons completely extended from the leading edge of the wings throughout its service history. Another trademark of the Tempest V and the Tempest VI was the retainment of the bulky chin scoop radiator directly under the engine. Hawker Aviation technicians perceived that the greater power of the Tempest's Napier Sabre power plant would overcome the drag from this bulky chin radiator.

Tempest in Combat

The Tempest V was an extremely effective air supremacy fighter, and many Luftwaffe jet pilots clearly stated it was the only Allied aircraft they feared in equal air-to-air combat. Surprisingly, more American P-51D Mustangs achieved jet kills over the Luftwaffe jets than RAF Tempests. These victories were accomplished by the more numerous American P-51 Mustang pilots diving on the Luftwaffe jet aircraft from high altitude, or attacking the German jets during their vulnerable takeoffs and landings.



Comparatively, while the Tempest had fewer jet kills, it was the fastest low-level Allied piston-engine aircraft in WWII. Although the Me-262 had a higher TOP speed, the Tempest's sheer, brute acceleration potential at low altitude enabled it to overtake a cruising Me-262 in straight, level flight. Thus, the British pilot had a few seconds of uninterrupted cannon fire in a straight and level pursuit. This was a feat that no other Allied aircraft could match. Naturally, the Me-262 would eventually pull away, but the Tempest's brute acceleration power made it a formidable enemy for any Luftwaffe jet aircraft. When the Tempest was compared with mainstay aircraft of the Luftwaffe fighter corps, there was no comparison.

The Tempest had greater speed, superior acceleration, better maneuverability, and longer range than both the Me-109G-6 and the Fw-190D-9. The Tempest possessed better firepower with its four rapid-firing Hispano Mk V cannons, and it carried more rounds per gun with a better tracking stability. This particular attribute made the Tempest a superior gun platform during ground attack missions as well as in air/air combat. Additionally, the armor protection on vital components was better, and the cockpit instrumentation was superior too. Lastly, the instrument panel layout, when compared with these two Luftwaffe fighters, gave the Tempest pilot an edge in poor weather navigation during radio silence missions as well. This brief attribute list makes the case for the Tempest when compared with these two mainstay aircraft of the Luftwaffe fighter corps.

Available 1/48 Tempest Kits

There are only three 1/48th scale kit manufacturers of any type of Tempest variant. The first company, Eduard, offers two injection-molded WWII Tempest F.Mk.V kits. One of these Tempest kits is a multimedia high-tech offering that has both photo-etched and resin detail parts. The other Eduard kit is a standard styrene plastic kit with no "high-tech" parts. The main difference between these two kits is in the decals. Eduard has also released an expanded aftermarket photo-etch set for its Tempest kits that is actually more detail-inclusive than its high-tech kit.



The outdated 1960s era AMT Tempest F.Mk.V is the second 1/48th Tempest manufacturer. This kit was first molded in the 1960s, and I don't know who currently owns the molds for this model. This kit is sub-par on every level and was reissued in the mid-1990s but with better decals. (These decals are very good and on par with Aeromaster.) Unfortunately, the re-release had the same parts as the original 1960s offering.

Last, there are two expensive resin 1/48th Tempest kits from a small American cottage industry company, PEND Oreille Model Kits in Beaverton, Ore. These Tempest kits are the post-war radial engine F.Mk.II, and the WWII-era F.Mk.V. But quality-wise, if you buy a PENDO kit you might just as well take a \$50 bill and light up a cheap cigar with it. Your result is the same.

Without going on a lengthy diatribe, PENDO kits are that bad! I tried building the PENDO radial-engine Tempest F.Mk.II 8½ years ago. I ended up breaking up the blob I was working on and throwing it away. Regarding PENDO's partner in crime, AMT, I also tried crafting the AMT Tempest F.Mk.V into a recognizable aircraft-like blob 15 years ago, and that too ended up in the trash.

The only choice left is either one of the two excellent Eduard 1/48th Tempest kits. The Eduard Tempest kits were the best 1/48th Tempest kits when released, but considering the current state of the art they are a little dated. In order to make a better Tempest, you now need the excellent Hasegawa Typhoon for cockpit parts and a good set of

references to boot. The interior similarity between a Typhoon and a Tempest is why the Hasegawa kit will work for this application.

Note: The Eduard Tempest V kit is currently out of production. (I even went to Eduard's website to locate one--no luck!) If you can find an Eduard Tempest kit anywhere, buy it quickly! It is worth \$\$!

The Conversion

The main components necessary for this kit conversion are relatively simple: an Eduard Tempest V kit and an Airwaves 1/48th scale Tempest VI conversion set. The Airwaves conversion set consists of the wing/fuselage Tempest VI modification and the underbelly tropical air filter housing that is characteristic of overseas-based Tempest Mk.VI's. This is all you need to make a Tempest VI. The Airwaves conversion set can be found on the Internet at Roll Models.com. Expect to pay \$17 to \$25 for this conversion set wherever you buy it. What you pay in shipping and handling, applicable taxes (if any), and the European Value-Added Tax (VAT) rate for the Airwaves conversion set is up to you. This unique European VAT applies only to luxury goods and can run up to 17 percent of the item's value. How model airplane kits got included in this, I dunno.

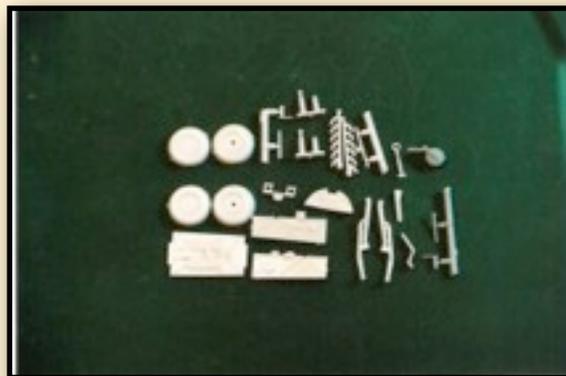
The Big Secret

This is the secret! The whole ballgame! The relatively cheap Hobbycraft Sea Fury possesses the correct wing leading edge parts for this conversion, and the undercarriage is a total match too. Additionally, the underbelly tropical air filter housing is basically a simple shape and can be carved from cured "Milliput" epoxy putty modeling clay. Frankly, the AirWaves Tempest VI conversion kit may be the easiest way, but getting free parts from the cheap Hobbycraft Sea Fury kit I already own is the best way. I went the Hobbycraft way, the efficient and cost-effective way.



Sum of the Parts

I have included a photo showing the parts I upgraded with the Hobbycraft Sea Fury parts taped into the leading edge of the Eduard Tempest V wing (photo at left below). I forgot who manufactures the Fury/Sea Fury undercarriage set, and I didn't use the Squadron vacuform canopy pictured here either. This was because of the excellent quality of the Eduard Tempest V kit canopy and the included Eduard vinyl canopy masks. The photo to the right below shows the Eduard parts I junked. These parts are the landing gear, the cockpit, the exhaust stacks, and the early Hispano Mk.II 20mm cannon barrels. Late models of the WWII Tempest V, and all post-war Tempest variants, had the Hispano Mk.V 20mm cannons that extended only fractionally past the leading edge of the wing.



The Hispano Mk.II 20mm cannon was longer, weighed more, and had a slower rate of fire than the later Hispano Mk.V. The lighter weight of the improved Mk.V Hispano meant more ammo could be carried, but the shorter barrel meant less muzzle velocity for the 20mm rounds. Overall, the Mk.V Hispano was a superior weapon that put more lead into the target in less time.

Here is a list of the parts I substituted and/or altered for this build:

- White metal Sea Fury Landing Gear set; unknown company
- Aeromaster decals: Storms in the Sky, Tempest Part VI
- Moskit hollow Typhoon/Tempest exhausts
- Eduard RAF seatbelts, late edition
- Eduard Hawker Tempest V late
- Hobbycraft Hawker Sea Fury kit
- Hasegawa Hawker Typhoon kit
- Photo-etched radiator screen; unknown
- Miscellaneous details

See you next month for part II

New Kits...and stuff



Thanks to all of the members who brought in these new releases for us to see.



Dragon's 1/144 scale North American X-15



Tamiya's 1/48 scale Hawker Hurricane Mk.I



Zvezda's 1/35 scale T-90 Russian Battle Tank



“Hey, Where’s number four?” Four was out sick on this day, so the slot was empty. A truly rare threesome.



This Month in Military History

April 17, 1961: American-backed Cuban refugees invade SW Cuba in an effort to overthrow Fidel Castro. This invasion is known as “**The Bay of Pigs.**”



April 21, 1918: Manfred Von Richthofen (**The Red Baron**) is shot down and killed in Belgium.



Although he has been buried in several different places, where is the Baron buried currently?



FROM THE OVAL OFFICE



We just had another fine, well-attended meeting, complete with another full table of great models. Man, did we have some fun this month! This is the “cutoff time” where if you didn’t pay this year’s dues, you get cut off from our great newsletter, but what makes this even more fun is when you haven’t paid yet, Kevin puts a little cone by your picture in the newsletter where everybody can see. Man, does this work!! The line to pay up was long and distinguished! But wait, there’s even more--some of the guys had paid already their dues!

OMG, what drama! Who says model meetings are boring? Anyway, we are having a new contest next month: “Where is Don, our treasurer?” 10 raffle tickets to the member with the correct location!

I would like to reach out to all of the clubs that now get our newsletter. First, I’d like to say, “Thanks for the interest,” and second, if we are not already doing so, we would like to exchange how-to articles, kit reviews and airbrush questions. Our intent is to build another source of information for all of our members to have and promote the hobby. This intel will find its way into our newsletter and website. Thanks again for your interest and support.

The last thing I’d like to ask you guys is to take your cameras with you when you go to your next model contest and take some pics. Do a little writeup and give it to Kevin and Berry so we can build up the newsletter and website. Some of you guys were “tapped” at this meeting to do an article for the newsletter or website. Now’s your time to step up! We’ll make you famous! And this time, I mean it!!!!

See you guys next month and remember, “If your club ain’t fun, it’s cuz you ain’t makin it fun!!!” *Maddog*

Upcoming Events

<p>March 31, 2012 Sky Designs II (special one-time contest in conjunction with aviation exhibit) Midland Center for the Arts 1801 W. St. Andrews Road Map Jim Church 989-799-1705</p>	<p>April 28, 2012 FleaCon VIII PS Air Hanger 3411 Beech Way SW Map Cedar Rapids, IA Charlie Kucera (319) 389-0877</p>
<p>April 13-14 2012 WrightCon 2012 - R4 Regional Hope Hotel and Conference Center State Route 444 and B Road Map Wright-Patterson AFB, OH Dave Koukol 937.602.4033</p>	<p>May 5, 2012 Mad-City Modelers Model Show Doubledays Banquet House 4586 Baxter Road Map Cottage Grove, WI Michael A. Luedke 262-567-9147</p>
<p>April 20-22, 2012 MODEL FEST 2012 INTERNATIONAL PALM RESORT 1300 N. ATLANTIC AVE. Map Cocoa Beach, FL JOHN A THOMAS 321-636-6373</p>	<p>May 26-27, 2012 Wonderfest 23 Crowne Plaza Hotel 830 Phillips Lane Louisville, KY</p>



REQUIEM

BY THE PHOTOGRAPHERS WHO DIED IN VIETNAM AND INDOCHINA

BY HORST FAAS AND TIM PAGE

Reviewed by Kevin Stover

If you are interested in what went on during the Vietnam War, you will love this book. Although “love” is not the correct term I would use to describe the feeling you get after you’ve seen this book. It’s a heart-wrenching book that puts you in the battlefield with the photojournalists who covered the war and took these photos.

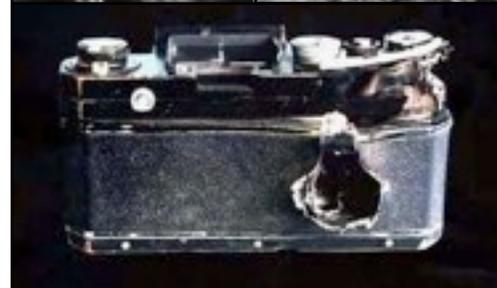
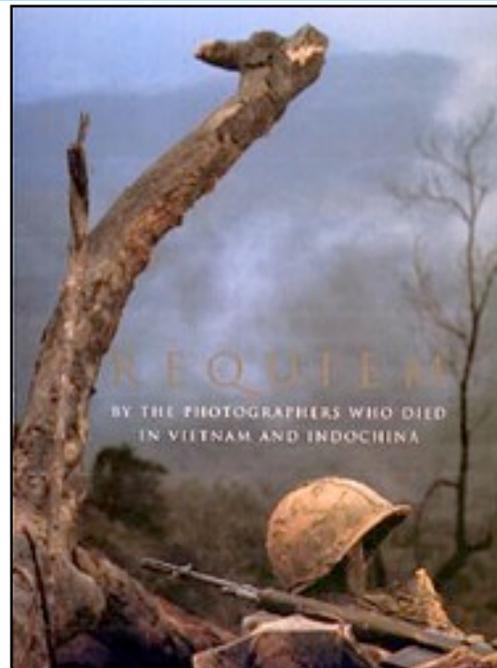
The book is the cumulative work of 135 photographers who were killed covering the Vietnam War. Not only are American press included, but photographers from France, Cambodia, Laos and Vietnam (North and South) are represented. Every photo in this book was shot by someone who died during the war. The book starts out with the French involvement in “Indochina.” While these first shots are exclusively black and white, color film is introduced when the Americans get involved.

This is an unvarnished visual account of field operations on both sides of the fence. The photos are raw, gritty and saddening. What makes this book so touching is that autobiographies of each photographer are included. Larry Burrows, probably the most famous photographer in this book, is featured with his famous and stunning *Life* magazine shots. He lost his life in 1971 in Laos when his helicopter was shot down.

What also hits you is the sheer courage it took for these photographers to expose themselves to the dangers of war, alongside the troops, without a weapon. One such person was Dickey Chapelle, one of the few females--if not the only one--covering the war in the field. She was embedded and endeared to the Marines she served with. At 41, she made her first parachute jump. When she was 47, Marine commandant Wallace M. Greene unpinned his corps insignia and presented it to Dickey in Vietnam in 1965. In November of 1965, she died when shrapnel from a land mine tore her carotid artery. A picture her death (right) was immediately taken as the company chaplain was administering last rites to Dickey while she was face down. Six Marines accompanied her back to America, and she was given a full Marine burial with honors in her home state of Wisconsin.

The picture of the camera at right belongs to Japanese photographer Taizo Ichinose. That bullet hole is from the one that claimed his life. The camera is now with his family and serves as a shrine to him.

If you can find this book, buy it. Online it’s pretty rare and pricey now, but if you love wartime photography then this is the book for you. It’s not a “pretty” book, but it is the pictorial truth of what happened 45 years ago.



Officer's Club



President:

Steve Day

7248 S. Indiana
Chicago, IL 60619
312-485-9901
stevenmaddogday@aol.com



Vice-President:

Ron Carlson

1872 Cambridge Lane
Montgomery, IL 60538
630-897-0245
Ron@bruceharris.com



Treasurer:

Don Smith

7513 W. Roosevelt Rd.
Apt. A103
Forest Park, IL 60130
708-771-4429 Home
630-865-6106 Cell
mustangp51c@netzero.net



Secretary:

Hector Colon

3136 Medford Court
Aurora, IL 60504
630-809-9072
butchoharentr@yahoo.com



Communications/ Newsletter

Kevin Stover

705 Wesley Ave.
Evanston, IL 60202
847-864-7609
plasticjet@comcast.net



Club Website

www.butchoharemodelers.com

Upcoming Schedule 2012

Date	Theme	Demo/guest
January 13	****	****
February 10	****	****
March 9	****	****
April 13	**Six Wheels	Build-it Night #1
May 11	****	Auction Night
June 8	Libya 2011	TBA
July 13	**Royal Anything	TBA
August 10	Hovering Things	TBA
September 14	Tank Killers	Build-it Night #2
October 12	** Spy Craft	TBA
November 10	****	Contest Time
December 14	**Looney Tunes	TBA



UNCLE VADER NEEDS YOU!

Please submit
articles and send
pictures to your
friendly newsletter.

“OR ELSE!”

All meetings are held on the second Friday of the month at:

**St. Paul's United Church of Christ
5739 Dunham Rd.
Downers Grove, IL**